ENGINES

The airplane is powered by four tractor turbo-propeller engines, Pratt & Whitney Aircraft Model XT57-P-1.

The inboard engines of the Logistic Transport are equipped with the following accessories: N_2 starter, tachometer generators, alternator, constant speed drive (for alternator), engine mounted fuel booster pump, hydraulic pump, and rotor brake. The outboard engines of the Logistic Transport include the same accessories as the inboard engines, less the hydraulic pump. The engines of the IFR airplane contain the same accessories as the Logistic Transport with the addition of an IFR system hydraulic pump to each engine.

Engine controls, cooling, mounting, oil system, fuel system, removal provisions, etc., are described on the following pages.

PROPELLERS

The airplane is equipped with four Hamilton-Standard Model B48P6A single rotation, 4-blade, 20-foot diameter propellers. The propellers are full-feathering and reversible and will incorporate an emergency negative thrust control system.

Each propeller has a self contained oil system including reservoir, oil cooler, filter, etc.

The propeller blades and cuffs will be electrically de-iced and the spinner will be thermally anti-iced.

The mounting of the propeller is unique in that it is attached to the engine on a 36 bolt, 30 inch diameter bolt circle at mating flanges at the front of the engine. An orange-peel type forward cowl provides access to the attachment and other propeller components.

Provisions are made on the propeller hub for attachment of a ground handling sling so that the propeller can be removed and rotated to a horizontal position for placing on a small dolly.

ENGINE MOUNTING

A two-plane mounting system is used on the XC-132 engines. The engines are supported by an annular mount at the forward end, and by two mount